

Even if you are only "thinking" of moving, begin to watch the classified ads.

The Courier-Journal.

If you are moving this spring it may be a good time to dispose of some of the things you do not want to "take along." A classified ad. in Sunday's Courier-Journal will find a cash buyer.

VOL. CVII. NEW SERIES—NO. 13,968.

LOUISVILLE, SATURDAY MORNING, MARCH 30, 1907.—12 PAGES.

PRICE THREE CENTS. (ON TRAINS FIVE CENTS.)

The Weather.
Forecast for Saturday and Sunday: Kentucky—Fair, Saturday, cooler in central and east portions; Sunday fair. Indiana—Fair, cooler Saturday; Sunday fair, fresh northwest to north winds. Tennessee—Partly cloudy Saturday, cooler in east portion; Sunday fair.

THE LATEST.

The Thaw lunacy commission may finish its work to-day and report to Justice Fitzgerald on Monday, and it is hoped by the court that the question of the defendant's sanity may be settled by that time. Thaw's lawyers are so sanguine as to the outcome of the inquiry that they are making plans for the resumption of the trial next week. Dr. Allen McLane Hamilton will be called to-day to testify before the lunacy commission.

Temperance advocates of Lawrenceburg may bring suit to set aside the recent local option election in that city. They will attack the law putting Lawrenceburg in the fourth class, and will contend that its population is not sufficient to entitle it to enter that class. If sustained this contention would prevent an election in the city separate from the county.

Chairman Knapp, of the Interstate Commerce Commission, and Commissioner of Labor Neill will meet to-day in Chicago with representatives of the railroad officials and railway men's unions in the hope of settling the differences which threaten to bring about a strike on Western railroads.

As a result of raids by night riders planters in the dark-tobacco districts of Kentucky and Tennessee are in a state of unrest and nonassociation growers are arming themselves to protect their crops. Plant beds have been ruined and tobacco taken from barns and destroyed.

Suits hoarding graft by three former Sheriffs of Owen county will be filed in Owen today at the instance of the present Fiscal Court. The suits will allege that more than \$53,000 has been collected as taxes by these Sheriffs and not turned in to the County Treasurer.

It is reported that Costa Rica has recognized the Provisional Government of Honduras. The officials at Washington with the diplomatic representatives of Central America and Mexico, but no decisive results have been reached.

Indictments have been returned at Maysville charging several foreign patent medicine concerns with forming a trust to control and regulate prices. What is known as the harvesters trust was also indicted.

The President has signed the Executive order requiring the Philippine Commission to issue the call required by law for a general election of delegates to the first Philippine Assembly.

W. J. Bryan has written a letter to H. M. Whitney, of Massachusetts, in which he reiterates his belief that "public ownership is the ultimate solution of the railroad question."

Dispatches to the mercantile agencies indicate that there has been no loss in confidence, while the advancing season is bringing out much business that waited for favorable weather.

Rudolph Spreckels, who is financing the graft investigation at San Francisco, declared that there would be no let-up in the proceedings "until all the rottenness is exposed."

The town of LaFollette was added to the list of "dry spots" by the Tennessee Legislature yesterday, and retaliation is now threatened against the city of Nashville.

Fire in the business section of Buena Vista, Va., yesterday destroyed the Colomado Hotel and several stores. Estimated loss, \$35,000; insurance, \$35,000.

Maj. J. C. F. Tillson, of the United States army, on Monday will begin an inspection of the various companies composing the Kentucky State Guard.

One thousand more of the employees of the American Shipbuilding Company at Lorain, O., have gone out on strike, making a total of 1,600 men out.

A Rome dispatch to a London telegraph company says that Maxim Gorky, the Russian writer, is seriously ill there with consumption.

Two men were killed and nearly a dozen were injured in a wreck on the Choctaw, Oklahoma and Gulf railroad at Council, Okla.

There was a bomb explosion yesterday in the Pera quarter of Constantinople. Two men were killed and four others injured.

Robbed the Farmers National Bank of Hannibal, Mo., of \$3,000 and made their escape.

Newberry, S. C., was yesterday, enailing a loss half a million dollars.

Yesterday yesterday rested its prosecution against the company in Chicago.

Castimir-Perier, mother of the late President, is in Paris.

SHORT PAUSE IN THE PROBE

Frisco Graft Investigation Will Go On To-day.

Spreckels Says Funds Will Be Provided.

Ruef's Guards All Have Orders To Shoot.

ROUGH AND RECKLESS FRIENDS

San Francisco, March 29.—No meeting of the grand jury being held to-day, a pause was given in the bribery-graft investigations. To-morrow the grand jury expects to conclude, at into the alleged bribery of eighteen supervisors by the Pacific States and Home Telephone companies, to which, according to the prosecution, seventeen of the eighteen have already confessed. The investigation of this subject has resulted in the indictment of various corporation officials and several members of the municipal administration. It is the understanding that no more indictments will be returned this week. On Monday the grand jury expects to resume its investigations of the alleged bribery of supervisors in the granting of trolley franchises to the Abraham Ruef on the French restaurant extortion cases is scheduled for resumption Tuesday. Should Assistant District Attorney Heney decide to go ahead with the alleged bribery investigations, instead of with the trial of Ruef, the latter may be again prepared.

Schmitz Alleged Move.

A statement was given out to-day by Special Agent William J. Burns and other members of the prosecution to the effect that Mayor Schmitz is trying to force the resignation of five of the supervisors, so as to defeat an alleged intention of the supervisors to revoke certain of the public service franchises, which the prosecution claims were secured by bribing the board.

Rudolph Spreckels, who by backing the prosecution in the graft investigation has made his fortune, and who thus made the present investigation possible, gave to the Associated Press a statement in which he said: "Contributions from citizens to the fund of \$100,000 guaranteed by me before the commencement of the bribery graft investigation are coming in steadily, though slowly. They are in amounts ranging from \$20 to \$1,000 and more."

"If it costs more than \$100,000 to complete this prosecution that will make no difference. Those engaged in it will never be hampered by lack of funds, no matter what the bill may be."

Every Bit of Rottenness.

"The work of investigating will not be suspended until every bit of rottenness has been fully exposed. We fully expect to land in the penitentiary every giver of bribes, and the 'higher up' the offender the more vigorous will be his pursuit."

Since the arrest of Abraham Ruef at the Trocadero a month ago rumors have been afloat that an attempt would be made to rescue him by force from either Biggs or his guards, either during a season of court while Ruef was being taken to or from court.

An officer prominent in the bribery graft investigation was asked to-day if it is not true that every person identified with the prosecution is going around armed, and a question about the significance of this. He said:

"Though I think the matter should not be exploited, it is a fact that every person identified with the prosecution of the bribery charges and grafters is 'heeled' and that some of the more prominent of them are employing body-guards. Though it may sound sensational to those not familiar with the local situation, it is a fact that for a month we have been keeping a special lookout for an attempt to rescue Ruef, and we shall be happily surprised if these investigations and impending prosecutions end without 'gun play.'"

Shoot Ruef First.

"It is stating a literal fact to say that each one of Biggs's seven guards is instructed, in the event of a serious attempt at rescue by force, either in court or elsewhere, to shoot Ruef and turn their attention to his would-be rescuers afterward. Ruef has been acquainted with these orders. He is not the type of a man to consent to any plan of escaping through force, it is only his rough and reckless friends on the outside who would attempt to devise such a coup. Ruef might try to regain his liberty by strategy, but not otherwise."

WATERWAYS ASSOCIATION CONGRATULATES PRESIDENT.

Pleased With the Personnel and Purpose of the New Commission.

Charleston, S. C., March 29.—The Executive Committee of the Inland Waterways Association, in session here, to-day sent the following telegram to President Roosevelt:

The Executive Committee of the Inland Waterways Association directs me to congratulate you upon the personnel and the purposes of the commission appointed by you to consider the vital subject of the improvement of our waterways.

I am also directed to call to your attention the importance of the construction and maintenance by the United States of the chain of inland waterways along the Atlantic seaboard from Boston to Florida and the Gulf, and particularly to the waterway from Norfolk, Va., to Beaufort, N. C., which will avoid the dan-

CHARGE GRAFT IN OWEN COUNTY

Suits To Be Filed Against Three Ex-Sheriffs.

\$53,836.40 Alleged To Be Due the Treasury.

Taxes Collected and Not Entered On Books.

MANY LAWYERS EMPLOYED.

Owenton, Ky., March 29.—[Special.]—Suits aggregating \$53,836.40 for amounts alleged to be due Owen County, will be filed, within the next few days, against three former Sheriffs of the county. The suits will charge that each of these Sheriffs collected and failed to turn into the county treasury large sums of money, which was paid as taxes. June W. Gayle, P. A. Alexander and W. P. Swope will be the defendants in the suits. Both sides have employed counsel, and the cases will be hard fought.

The suits are the result of an investigation which has been in progress for the past eleven months. The newly-elected County Judge and the Fiscal Court believed that the county had not received the amount in taxes that it should have, and further believed that "sleepers" were carried on the tax books. It was charged that the taxes were collected, but that the amount received was not turned over to the County Treasurer and the name of the taxpayer eliminated from the Assessor's books. The Owen County Democrat says, regarding the report of the special examiner and the suits against the ex-Sheriffs:

After eleven months of investigation by Expert Harris and assistants, he made his report to the Fiscal Court, showing how much, according to his findings, the various ex-Sheriffs of Owen county are indebted to the county on account of moneys collected and never paid into the county treasury. The following are his figures, which will be submitted to the Fiscal Court Monday:

Report of Expert.

Total "sleepers," interest and penalties due the county from the ex-Sheriff, on whom the Treasurer, J. Holbrook, has been instructed to make a demand for same to be paid: J. W. Gayle, ex-Sheriff: 1833.....\$1,086.54 1834.....\$1,821.23 1835.....\$1,947.95 1836.....\$1,947.95 1837.....\$1,947.95 1838.....\$1,947.95 1839.....\$1,947.95 1840.....\$1,947.95 1841.....\$1,947.95 1842.....\$1,947.95 1843.....\$1,947.95 1844.....\$1,947.95 1845.....\$1,947.95 1846.....\$1,947.95 1847.....\$1,947.95 1848.....\$1,947.95 1849.....\$1,947.95 1850.....\$1,947.95 1851.....\$1,947.95 1852.....\$1,947.95 1853.....\$1,947.95 1854.....\$1,947.95 1855.....\$1,947.95 1856.....\$1,947.95 1857.....\$1,947.95 1858.....\$1,947.95 1859.....\$1,947.95 1860.....\$1,947.95 1861.....\$1,947.95 1862.....\$1,947.95 1863.....\$1,947.95 1864.....\$1,947.95 1865.....\$1,947.95 1866.....\$1,947.95 1867.....\$1,947.95 1868.....\$1,947.95 1869.....\$1,947.95 1870.....\$1,947.95 1871.....\$1,947.95 1872.....\$1,947.95 1873.....\$1,947.95 1874.....\$1,947.95 1875.....\$1,947.95 1876.....\$1,947.95 1877.....\$1,947.95 1878.....\$1,947.95 1879.....\$1,947.95 1880.....\$1,947.95 1881.....\$1,947.95 1882.....\$1,947.95 1883.....\$1,947.95 1884.....\$1,947.95 1885.....\$1,947.95 1886.....\$1,947.95 1887.....\$1,947.95 1888.....\$1,947.95 1889.....\$1,947.95 1890.....\$1,947.95 1891.....\$1,947.95 1892.....\$1,947.95 1893.....\$1,947.95 1894.....\$1,947.95 1895.....\$1,947.95 1896.....\$1,947.95 1897.....\$1,947.95 1898.....\$1,947.95 1899.....\$1,947.95 1900.....\$1,947.95 1901.....\$1,947.95 1902.....\$1,947.95 1903.....\$1,947.95 1904.....\$1,947.95 1905.....\$1,947.95 1906.....\$1,947.95 1907.....\$1,947.95 1908.....\$1,947.95 1909.....\$1,947.95 1910.....\$1,947.95 1911.....\$1,947.95 1912.....\$1,947.95 1913.....\$1,947.95 1914.....\$1,947.95 1915.....\$1,947.95 1916.....\$1,947.95 1917.....\$1,947.95 1918.....\$1,947.95 1919.....\$1,947.95 1920.....\$1,947.95 1921.....\$1,947.95 1922.....\$1,947.95 1923.....\$1,947.95 1924.....\$1,947.95 1925.....\$1,947.95 1926.....\$1,947.95 1927.....\$1,947.95 1928.....\$1,947.95 1929.....\$1,947.95 1930.....\$1,947.95 1931.....\$1,947.95 1932.....\$1,947.95 1933.....\$1,947.95 1934.....\$1,947.95 1935.....\$1,947.95 1936.....\$1,947.95 1937.....\$1,947.95 1938.....\$1,947.95 1939.....\$1,947.95 1940.....\$1,947.95 1941.....\$1,947.95 1942.....\$1,947.95 1943.....\$1,947.95 1944.....\$1,947.95 1945.....\$1,947.95 1946.....\$1,947.95 1947.....\$1,947.95 1948.....\$1,947.95 1949.....\$1,947.95 1950.....\$1,947.95 1951.....\$1,947.95 1952.....\$1,947.95 1953.....\$1,947.95 1954.....\$1,947.95 1955.....\$1,947.95 1956.....\$1,947.95 1957.....\$1,947.95 1958.....\$1,947.95 1959.....\$1,947.95 1960.....\$1,947.95 1961.....\$1,947.95 1962.....\$1,947.95 1963.....\$1,947.95 1964.....\$1,947.95 1965.....\$1,947.95 1966.....\$1,947.95 1967.....\$1,947.95 1968.....\$1,947.95 1969.....\$1,947.95 1970.....\$1,947.95 1971.....\$1,947.95 1972.....\$1,947.95 1973.....\$1,947.95 1974.....\$1,947.95 1975.....\$1,947.95 1976.....\$1,947.95 1977.....\$1,947.95 1978.....\$1,947.95 1979.....\$1,947.95 1980.....\$1,947.95 1981.....\$1,947.95 1982.....\$1,947.95 1983.....\$1,947.95 1984.....\$1,947.95 1985.....\$1,947.95 1986.....\$1,947.95 1987.....\$1,947.95 1988.....\$1,947.95 1989.....\$1,947.95 1990.....\$1,947.95 1991.....\$1,947.95 1992.....\$1,947.95 1993.....\$1,947.95 1994.....\$1,947.95 1995.....\$1,947.95 1996.....\$1,947.95 1997.....\$1,947.95 1998.....\$1,947.95 1999.....\$1,947.95 2000.....\$1,947.95 2001.....\$1,947.95 2002.....\$1,947.95 2003.....\$1,947.95 2004.....\$1,947.95 2005.....\$1,947.95 2006.....\$1,947.95 2007.....\$1,947.95 2008.....\$1,947.95 2009.....\$1,947.95 2010.....\$1,947.95 2011.....\$1,947.95 2012.....\$1,947.95 2013.....\$1,947.95 2014.....\$1,947.95 2015.....\$1,947.95 2016.....\$1,947.95 2017.....\$1,947.95 2018.....\$1,947.95 2019.....\$1,947.95 2020.....\$1,947.95 2021.....\$1,947.95 2022.....\$1,947.95 2023.....\$1,947.95 2024.....\$1,947.95 2025.....\$1,947.95 2026.....\$1,947.95 2027.....\$1,947.95 2028.....\$1,947.95 2029.....\$1,947.95 2030.....\$1,947.95 2031.....\$1,947.95 2032.....\$1,947.95 2033.....\$1,947.95 2034.....\$1,947.95 2035.....\$1,947.95 2036.....\$1,947.95 2037.....\$1,947.95 2038.....\$1,947.95 2039.....\$1,947.95 2040.....\$1,947.95 2041.....\$1,947.95 2042.....\$1,947.95 2043.....\$1,947.95 2044.....\$1,947.95 2045.....\$1,947.95 2046.....\$1,947.95 2047.....\$1,947.95 2048.....\$1,947.95 2049.....\$1,947.95 2050.....\$1,947.95 2051.....\$1,947.95 2052.....\$1,947.95 2053.....\$1,947.95 2054.....\$1,947.95 2055.....\$1,947.95 2056.....\$1,947.95 2057.....\$1,947.95 2058.....\$1,947.95 2059.....\$1,947.95 2060.....\$1,947.95 2061.....\$1,947.95 2062.....\$1,947.95 2063.....\$1,947.95 2064.....\$1,947.95 2065.....\$1,947.95 2066.....\$1,947.95 2067.....\$1,947.95 2068.....\$1,947.95 2069.....\$1,947.95 2070.....\$1,947.95 2071.....\$1,947.95 2072.....\$1,947.95 2073.....\$1,947.95 2074.....\$1,947.95 2075.....\$1,947.95 2076.....\$1,947.95 2077.....\$1,947.95 2078.....\$1,947.95 2079.....\$1,947.95 2080.....\$1,947.95 2081.....\$1,947.95 2082.....\$1,947.95 2083.....\$1,947.95 2084.....\$1,947.95 2085.....\$1,947.95 2086.....\$1,947.95 2087.....\$1,947.95 2088.....\$1,947.95 2089.....\$1,947.95 2090.....\$1,947.95 2091.....\$1,947.95 2092.....\$1,947.95 2093.....\$1,947.95 2094.....\$1,947.95 2095.....\$1,947.95 2096.....\$1,947.95 2097.....\$1,947.95 2098.....\$1,947.95 2099.....\$1,947.95 2100.....\$1,947.95 2101.....\$1,947.95 2102.....\$1,947.95 2103.....\$1,947.95 2104.....\$1,947.95 2105.....\$1,947.95 2106.....\$1,947.95 2107.....\$1,947.95 2108.....\$1,947.95 2109.....\$1,947.95 2110.....\$1,947.95 2111.....\$1,947.95 2112.....\$1,947.95 2113.....\$1,947.95 2114.....\$1,947.95 2115.....\$1,947.95 2116.....\$1,947.95 2117.....\$1,947.95 2118.....\$1,947.95 2119.....\$1,947.95 2120.....\$1,947.95 2121.....\$1,947.95 2122.....\$1,947.95 2123.....\$1,947.95 2124.....\$1,947.95 2125.....\$1,947.95 2126.....\$1,947.95 2127.....\$1,947.95 2128.....\$1,947.95 2129.....\$1,947.95 2130.....\$1,947.95 2131.....\$1,947.95 2132.....\$1,947.95 2133.....\$1,947.95 2134.....\$1,947.95 2135.....\$1,947.95 2136.....\$1,947.95 2137.....\$1,947.95 2138.....\$1,947.95 2139.....\$1,947.95 2140.....\$1,947.95 2141.....\$1,947.95 2142.....\$1,947.95 2143.....\$1,947.95 2144.....\$1,947.95 2145.....\$1,947.95 2146.....\$1,947.95 2147.....\$1,947.95 2148.....\$1,947.95 2149.....\$1,947.95 2150.....\$1,947.95 2151.....\$1,947.95 2152.....\$1,947.95 2153.....\$1,947.95 2154.....\$1,947.95 2155.....\$1,947.95 2156.....\$1,947.95 2157.....\$1,947.95 2158.....\$1,947.95 2159.....\$1,947.95 2160.....\$1,947.95 2161.....\$1,947.95 2162.....\$1,947.95 2163.....\$1,947.95 2164.....\$1,947.95 2165.....\$1,947.95 2166.....\$1,947.95 2167.....\$1,947.95 2168.....\$1,947.95 2169.....\$1,947.95 2170.....\$1,947.95 2171.....\$1,947.95 2172.....\$1,947.95 2173.....\$1,947.95 2174.....\$1,947.95 2175.....\$1,947.95 2176.....\$1,947.95 2177.....\$1,947.95 2178.....\$1,947.95 2179.....\$1,947.95 2180.....\$1,947.95 2181.....\$1,947.95 2182.....\$1,947.95 2183.....\$1,947.95 2184.....\$1,947.95 2185.....\$1,947.95 2186.....\$1,947.95 2187.....\$1,947.95 2188.....\$1,947.95 2189.....\$1,947.95 2190.....\$1,947.95 2191.....\$1,947.95 2192.....\$1,947.95 2193.....\$1,947.95 2194.....\$1,947.95 2195.....\$1,947.95 2196.....\$1,947.95 2197.....\$1,947.95 2198.....\$1,947.95 2199.....\$1,947.95 2200.....\$1,947.95 2201.....\$1,947.95 2202.....\$1,947.95 2203.....\$1,947.95 2204.....\$1,947.95 2205.....\$1,947.95 2206.....\$1,947.95 2207.....\$1,947.95 2208.....\$1,947.95 2209.....\$1,947.95 2210.....\$1,947.95 2211.....\$1,947.95 2212.....\$1,947.95 2213.....\$1,947.95 2214.....\$1,947.95 2215.....\$1,947.95 2216.....\$1,947.95 2217.....\$1,947.95 2218.....\$1,947.95 2219.....\$1,947.95 2220.....\$1,947.95 2221.....\$1,947.95 2222.....\$1,947.95 2223.....\$1,947.95 2224.....\$1,947.95 2225.....\$1,947.95 2226.....\$1,947.95 2227.....\$1,947.95 2228.....\$1,947.95 2229.....\$1,947.95 2230.....\$1,947.95 2231.....\$1,947.95 2232.....\$1,947.95 2233.....\$1,947.95 2234.....\$1,947.95 2235.....\$1,947.95 2236.....\$1,947.95 2237.....\$1,947.95 2238.....\$1,947.95 2239.....\$1,947.95 2240.....\$1,947.95 2241.....\$1,947.95 2242.....\$1,947.95 2243.....\$1,947.95 2244.....\$1,947.95 2245.....\$1,947.95 2246.....\$1,947.95 2247.....\$1,947.95 2248.....\$1,947.95 2249.....\$1,947.95 2250.....\$1,947.95 2251.....\$1,947.95 2252.....\$1,947.95 2253.....\$1,947.95 2254.....\$1,947.95 2255.....\$1,947.95 2256.....\$1,947.95 2257.....\$1,947.95 2258.....\$1,947.95 2259.....\$1,947.95 2260.....\$1,947.95 2261.....\$1,947.95 2262.....\$1,947.95 2263.....\$1,947.95 2264.....\$1,947.95 2265.....\$1,947.95 2266.....\$1,947.95 2267.....\$1,947.95 2268.....\$1,947.95 2269.....\$1,947.95 2270.....\$1,947.95 2271.....\$1,947.95 2272.....\$1,947.95 2273.....\$1,947.95 2274.....\$1,947.95 2275.....\$1,947.95 2276.....\$1,947.95 2277.....\$1,947.95 2278.....\$1,947.95 2279.....\$1,947.95 2280.....\$1,947.95 2281.....\$1,947.95 2282.....\$1,947.95 2283.....\$1,947.95 2284.....\$1,947.95 2285.....\$1,947.95 2286.....\$1,947.95 2287.....\$1,947.95 2288.....\$1,947.95 2289.....\$1,947.95 2290.....\$1,947.95 2291.....\$1,947.95 2292.....\$1,947.95 2293.....\$1,947.95 2294.....\$1,947.95 2295.....\$1,947.95 2296.....\$1,947.95 2297.....\$1,947.95 2298.....\$1,947.95 2299.....\$1,947.95 2300.....\$1,947.95 2301.....\$1,947.95 2302.....\$1,947.95 2303.....\$1,947.95 2304.....\$1,947.95 2305.....\$1,947.95 2306.....\$1,947.95 2307.....\$1,947.95 2308.....\$1,947.95 2309.....\$1,947.95 2310.....\$1,947.95 2311.....\$1,947.95 2312.....\$1,947.95 2313.....\$1,947.95 2314.....\$1,947.95 2315.....\$1,947.95 2316.....\$1,947.95 2317.....\$1,947.95 2318.....\$1,947.95 2319.....\$1,947.95 2320.....\$1,947.95 2321.....\$1,947.95 2322.....\$1,947.95 2323.....\$1,947.95 2324.....\$1,947.95 2325.....\$1,947.95 2326.....\$1,947.95 2327.....\$1,947.95 2328.....\$1,947.95 2329.....\$1,947.95 2330.....\$1,947.95 2331.....\$1,947.95 2332.....\$1,947.95 2333.....\$1,947.95 2334.....\$1,947.95 2335.....\$1,947.95 2336.....\$1,947.95 2337.....\$1,947.95 2338.....\$1,947.95 2339.....\$1,947.95 2340.....\$1,947.95 2341.....\$1,947.95 2342.....\$1,947.95 2343.....\$1,947.95 2344.....\$1,947.95 2345.....\$1,947.95 2346.....\$1,947.95 2347.....\$1,947.95 2348.....\$1,947.95 2349.....\$1,947.95 2350.....\$1,947.95 2351.....\$1,947.95 2352.....\$1,947.95 2353.....\$1,947.95 2354.....\$1,947.95 2355.....\$1,947.95 2356.....\$1,947.95 2357.....\$1,947.95 2358.....\$1,947.95 2359.....\$1,947.95 2360.....\$1,947.95 2361.....\$1,947.95 2362.....\$1,947.95 2363.....\$1,947.9

"EASY PICKING."
One Veterinarian's View of Dairy Herd Inspecting.

DEMAND STILL GOOD.
THIEVES FIND USE FOR UNATTACHED BICYCLES.

CROSETT'S
CROSETT'S cobbler is a cunning workman; they sew their skill into the shoes. They put their heads and hearts, as well as their hands, into the work. The happy result is the stylish, strong, comfortable

"PLEASANT DRIVE, PEEK INTO BARN, NEAT LITTLE FEE."
STATE ASSOCIATION CONFERENCE NOT VERY FRUITFUL.

CROSETT'S
CROSETT'S cobbler is a cunning workman; they sew their skill into the shoes. They put their heads and hearts, as well as their hands, into the work. The happy result is the stylish, strong, comfortable

BETTER LAWS BADLY NEEDED.
To discuss plans for the enactment of legislation to prevent the spread of bovine tuberculosis and to govern the practice of veterinary medicine and surgery in Kentucky, a special meeting of the Kentucky Veterinary Medical Association was held yesterday afternoon at the Galt House.

CROSETT'S
CROSETT'S cobbler is a cunning workman; they sew their skill into the shoes. They put their heads and hearts, as well as their hands, into the work. The happy result is the stylish, strong, comfortable

RIVER AND WEATHER.
LONGITUDE AND LATITUDE OF LOUISVILLE.
Latitude, 38° 15' N. Longitude, 85° 45' West From Greenwich.

CROSETT'S
CROSETT'S cobbler is a cunning workman; they sew their skill into the shoes. They put their heads and hearts, as well as their hands, into the work. The happy result is the stylish, strong, comfortable

Very Simple Proposition.
"It is easy picking," one of them said, and now when I take my wife and dog out into the country, look at a couple of herds of cattle and we have a good dinner at some farmer's expense in addition to a little fee for looking at the cattle."

CROSETT'S
CROSETT'S cobbler is a cunning workman; they sew their skill into the shoes. They put their heads and hearts, as well as their hands, into the work. The happy result is the stylish, strong, comfortable

Harmony Sadly Needed.
Dr. Eichenman said that harmony was sadly needed among the veterinarians of the State and without it there was but little hope of accomplishing anything along legislative lines. He spoke of the bill introduced in the last Legislature which provided for the compulsory inoculation of cattle for the tuberculosis test and said that it was a very simple proposition.

CROSETT'S
CROSETT'S cobbler is a cunning workman; they sew their skill into the shoes. They put their heads and hearts, as well as their hands, into the work. The happy result is the stylish, strong, comfortable

REPORTS OF MAXIMUM TEMPERATURE AND PRECIPITATION FOR THE TWENTY-FOUR HOURS ENDING MARCH 29 AT 7 P. M.
Stations Temp. Precipitation Temp. Precipitation
Amoryville, Tenn. 40.0 0.0 Memphis, Tenn. 40.0 0.0
Atlanta, Ga. 34.0 0.0 Mobile, Ala. 34.0 0.0
Bismarck, N.D. 34.0 0.0 Montgomery, Ala. 40.0 0.0
Cairo, Ill. 34.0 0.0 Nashville, Tenn. 38.0 0.0
Chicago, Ill. 34.0 0.0 New Orleans, La. 40.0 0.0
Charlotte, N.C. 34.0 0.0 St. Louis, Mo. 40.0 0.0
Charlottesville, Va. 34.0 0.0 North Platte, Neb. 40.0 0.0
Cincinnati, O. 34.0 0.0 Omaha, Neb. 40.0 0.0
Columbia, S.C. 34.0 0.0 Palestine, Pa. 40.0 0.0
Corydon, Mo. 34.0 0.0 Pittsburgh, Pa. 40.0 0.0
Cuba, Mo. 34.0 0.0 St. Paul, Minn. 40.0 0.0
Dallas, Tex. 34.0 0.0 San Antonio, Tex. 40.0 0.0
Dayton, O. 34.0 0.0 St. Louis, Mo. 40.0 0.0
Des Moines, Ia. 34.0 0.0 St. Paul, Minn. 40.0 0.0
Detroit, Mich. 34.0 0.0 St. Paul, Minn. 40.0 0.0
Evansville, Ind. 34.0 0.0 St. Paul, Minn. 40.0 0.0
Galveston, Tex. 34.0 0.0 St. Paul, Minn. 40.0 0.0
Hartford, Conn. 34.0 0.0 St. Paul, Minn. 40.0 0.0
Indianapolis, Ind. 34.0 0.0 St. Paul, Minn. 40.0 0.0
Jacksonville, Fla. 34.0 0.0 St. Paul, Minn. 40.0 0.0
Kansas City, Mo. 34.0 0.0 St. Paul, Minn. 40.0 0.0
Little Rock, Ark. 34.0 0.0 St. Paul, Minn. 40.0 0.0
T-Cross rainfall.

REAL ESTATE TRANSFERS
Reported Yesterday.
Activity In Market Shown By Deeds Recorded In Court House.

NEW TRACTION LINES IN WESTERN KENTUCKY
CONNECT EVANSVILLE, UNION-TOWN AND OWENSBORO.
PROMOTERS WILL BRIDGE OHIO NEAR TOWHEAD ISLAND.

CROSETT'S
CROSETT'S cobbler is a cunning workman; they sew their skill into the shoes. They put their heads and hearts, as well as their hands, into the work. The happy result is the stylish, strong, comfortable

ROADS TO TAP RICH COUNTRY.
Tulman Bethell, of Henderson, Ky., who is at the Louisville Hotel, is enthusiastic over the prospects of the building of two electric lines of railroad from Evansville, Ind., into Kentucky territory, both of which will penetrate rich coal and mineral lands as well as rich agricultural territory.

CROSETT'S
CROSETT'S cobbler is a cunning workman; they sew their skill into the shoes. They put their heads and hearts, as well as their hands, into the work. The happy result is the stylish, strong, comfortable

BOATS LEAVING THIS DAY.
City of Louisville, Capt. Brennan, for Cincinnati at 5 p. m.; Helen M. Gould, for Cincinnati at 5 p. m.; Helen M. Gould, for Cincinnati at 5 p. m.; Helen M. Gould, for Cincinnati at 5 p. m.

CROSETT'S
CROSETT'S cobbler is a cunning workman; they sew their skill into the shoes. They put their heads and hearts, as well as their hands, into the work. The happy result is the stylish, strong, comfortable

THE CITY OF LOUISVILLE FOR CINCINNATI AT 9 A. M. TO-MORROW.
The City of Louisville for Cincinnati at 9 a. m. to-morrow. The City of Louisville for Cincinnati at 9 a. m. to-morrow. The City of Louisville for Cincinnati at 9 a. m. to-morrow.

CROSETT'S
CROSETT'S cobbler is a cunning workman; they sew their skill into the shoes. They put their heads and hearts, as well as their hands, into the work. The happy result is the stylish, strong, comfortable

THE CITY OF LOUISVILLE FOR CINCINNATI AT 9 A. M. TO-MORROW.
The City of Louisville for Cincinnati at 9 a. m. to-morrow. The City of Louisville for Cincinnati at 9 a. m. to-morrow. The City of Louisville for Cincinnati at 9 a. m. to-morrow.

CROSETT'S
CROSETT'S cobbler is a cunning workman; they sew their skill into the shoes. They put their heads and hearts, as well as their hands, into the work. The happy result is the stylish, strong, comfortable

THE CITY OF LOUISVILLE FOR CINCINNATI AT 9 A. M. TO-MORROW.
The City of Louisville for Cincinnati at 9 a. m. to-morrow. The City of Louisville for Cincinnati at 9 a. m. to-morrow. The City of Louisville for Cincinnati at 9 a. m. to-morrow.

CROSETT'S
CROSETT'S cobbler is a cunning workman; they sew their skill into the shoes. They put their heads and hearts, as well as their hands, into the work. The happy result is the stylish, strong, comfortable

THE CITY OF LOUISVILLE FOR CINCINNATI AT 9 A. M. TO-MORROW.
The City of Louisville for Cincinnati at 9 a. m. to-morrow. The City of Louisville for Cincinnati at 9 a. m. to-morrow. The City of Louisville for Cincinnati at 9 a. m. to-morrow.

CROSETT'S
CROSETT'S cobbler is a cunning workman; they sew their skill into the shoes. They put their heads and hearts, as well as their hands, into the work. The happy result is the stylish, strong, comfortable

THE CITY OF LOUISVILLE FOR CINCINNATI AT 9 A. M. TO-MORROW.
The City of Louisville for Cincinnati at 9 a. m. to-morrow. The City of Louisville for Cincinnati at 9 a. m. to-morrow. The City of Louisville for Cincinnati at 9 a. m. to-morrow.

CROSETT'S
CROSETT'S cobbler is a cunning workman; they sew their skill into the shoes. They put their heads and hearts, as well as their hands, into the work. The happy result is the stylish, strong, comfortable

THE CITY OF LOUISVILLE FOR CINCINNATI AT 9 A. M. TO-MORROW.
The City of Louisville for Cincinnati at 9 a. m. to-morrow. The City of Louisville for Cincinnati at 9 a. m. to-morrow. The City of Louisville for Cincinnati at 9 a. m. to-morrow.

CROSETT'S
CROSETT'S cobbler is a cunning workman; they sew their skill into the shoes. They put their heads and hearts, as well as their hands, into the work. The happy result is the stylish, strong, comfortable

THE CITY OF LOUISVILLE FOR CINCINNATI AT 9 A. M. TO-MORROW.
The City of Louisville for Cincinnati at 9 a. m. to-morrow. The City of Louisville for Cincinnati at 9 a. m. to-morrow. The City of Louisville for Cincinnati at 9 a. m. to-morrow.

CROSETT'S
CROSETT'S cobbler is a cunning workman; they sew their skill into the shoes. They put their heads and hearts, as well as their hands, into the work. The happy result is the stylish, strong, comfortable

THE CITY OF LOUISVILLE FOR CINCINNATI AT 9 A. M. TO-MORROW.
The City of Louisville for Cincinnati at 9 a. m. to-morrow. The City of Louisville for Cincinnati at 9 a. m. to-morrow. The City of Louisville for Cincinnati at 9 a. m. to-morrow.

CROSETT'S
CROSETT'S cobbler is a cunning workman; they sew their skill into the shoes. They put their heads and hearts, as well as their hands, into the work. The happy result is the stylish, strong, comfortable

MONEY TO LOAN.
Rates 10 cents a line. Advertisements under this head are repeated same day in The Times Free.

FOR SALE—REAL ESTATE.
Rates 10 cents a line. Advertisements under this head are repeated same day in The Times Free.

FOR SALE—MISCELLANEOUS.
Rates 10 cents a line. Advertisements under this head are repeated same day in The Times Free.

AMUSEMENTS.
MACAULEY'S—Matinee to-morrow, 2:15. Last time to-night, 8:15. MISS OLGA NETHERSOLE, in "SAPHO."

ARE YOU IN NEED OF MONEY?
Patronize the "RELIABLE" KENTUCKY LOAN CO. All we ask is that you give us an opportunity to compare our rates and methods of doing business with that of other companies.

FOR SALE—REAL ESTATE.
Rates 10 cents a line. Advertisements under this head are repeated same day in The Times Free.

FOR SALE—MISCELLANEOUS.
Rates 10 cents a line. Advertisements under this head are repeated same day in The Times Free.

AMUSEMENTS.
MACAULEY'S—Matinee to-morrow, 2:15. Last time to-night, 8:15. MISS OLGA NETHERSOLE, in "SAPHO."

FOR SALE—REAL ESTATE.
Rates 10 cents a line. Advertisements under this head are repeated same day in The Times Free.

FOR SALE—MISCELLANEOUS.
Rates 10 cents a line. Advertisements under this head are repeated same day in The Times Free.

FOR SALE—MISCELLANEOUS.
Rates 10 cents a line. Advertisements under this head are repeated same day in The Times Free.

AMUSEMENTS.
MACAULEY'S—Matinee to-morrow, 2:15. Last time to-night, 8:15. MISS OLGA NETHERSOLE, in "SAPHO."

FOR SALE—REAL ESTATE.
Rates 10 cents a line. Advertisements under this head are repeated same day in The Times Free.

FOR SALE—MISCELLANEOUS.
Rates 10 cents a line. Advertisements under this head are repeated same day in The Times Free.

FOR SALE—MISCELLANEOUS.
Rates 10 cents a line. Advertisements under this head are repeated same day in The Times Free.

AMUSEMENTS.
MACAULEY'S—Matinee to-morrow, 2:15. Last time to-night, 8:15. MISS OLGA NETHERSOLE, in "SAPHO."

FOR SALE—REAL ESTATE.
Rates 10 cents a line. Advertisements under this head are repeated same day in The Times Free.

FOR SALE—MISCELLANEOUS.
Rates 10 cents a line. Advertisements under this head are repeated same day in The Times Free.

FOR SALE—MISCELLANEOUS.
Rates 10 cents a line. Advertisements under this head are repeated same day in The Times Free.

AMUSEMENTS.
MACAULEY'S—Matinee to-morrow, 2:15. Last time to-night, 8:15. MISS OLGA NETHERSOLE, in "SAPHO."

FOR SALE—REAL ESTATE.
Rates 10 cents a line. Advertisements under this head are repeated same day in The Times Free.

FOR SALE—MISCELLANEOUS.
Rates 10 cents a line. Advertisements under this head are repeated same day in The Times Free.

FOR SALE—MISCELLANEOUS.
Rates 10 cents a line. Advertisements under this head are repeated same day in The Times Free.

AMUSEMENTS.
MACAULEY'S—Matinee to-morrow, 2:15. Last time to-night, 8:15. MISS OLGA NETHERSOLE, in "SAPHO."

FOR SALE—REAL ESTATE.
Rates 10 cents a line. Advertisements under this head are repeated same day in The Times Free.

FOR SALE—MISCELLANEOUS.
Rates 10 cents a line. Advertisements under this head are repeated same day in The Times Free.

FOR SALE—MISCELLANEOUS.
Rates 10 cents a line. Advertisements under this head are repeated same day in The Times Free.

AMUSEMENTS.
MACAULEY'S—Matinee to-morrow, 2:15. Last time to-night, 8:15. MISS OLGA NETHERSOLE, in "SAPHO."

FOR SALE—REAL ESTATE.
Rates 10 cents a line. Advertisements under this head are repeated same day in The Times Free.

FOR SALE—MISCELLANEOUS.
Rates 10 cents a line. Advertisements under this head are repeated same day in The Times Free.

FOR SALE—MISCELLANEOUS.
Rates 10 cents a line. Advertisements under this head are repeated same day in The Times Free.

AMUSEMENTS.
MACAULEY'S—Matinee to-morrow, 2:15. Last time to-night, 8:15. MISS OLGA NETHERSOLE, in "SAPHO."

FOR SALE—REAL ESTATE.
Rates 10 cents a line. Advertisements under this head are repeated same day in The Times Free.

FOR SALE—MISCELLANEOUS.
Rates 10 cents a line. Advertisements under this head are repeated same day in The Times Free.

FOR SALE—MISCELLANEOUS.
Rates 10 cents a line. Advertisements under this head are repeated same day in The Times Free.

AMUSEMENTS.
MACAULEY'S—Matinee to-morrow, 2:15. Last time to-night, 8:15. MISS OLGA NETHERSOLE, in "SAPHO."

FOR SALE—REAL ESTATE.
Rates 10 cents a line. Advertisements under this head are repeated same day in The Times Free.

FOR SALE—MISCELLANEOUS.
Rates 10 cents a line. Advertisements under this head are repeated same day in The Times Free.

FOR SALE—MISCELLANEOUS.
Rates 10 cents a line. Advertisements under this head are repeated same day in The Times Free.

AMUSEMENTS.
MACAULEY'S—Matinee to-morrow, 2:15. Last time to-night, 8:15. MISS OLGA NETHERSOLE, in "SAPHO."

FOR SALE—REAL ESTATE.
Rates 10 cents a line. Advertisements under this head are repeated same day in The Times Free.

FOR SALE—MISCELLANEOUS.
Rates 10 cents a line. Advertisements under this head are repeated same day in The Times Free.

FOR SALE—MISCELLANEOUS.
Rates 10 cents a line. Advertisements under this head are repeated same day in The Times Free.

AMUSEMENTS.
MACAULEY'S—Matinee to-morrow, 2:15. Last time to-night, 8:15. MISS OLGA NETHERSOLE, in "SAPHO."

FOR SALE—REAL ESTATE.
Rates 10 cents a line. Advertisements under this head are repeated same day in The Times Free.

FOR SALE—MISCELLANEOUS.
Rates 10 cents a line. Advertisements under this head are repeated same day in The Times Free.

FOR SALE—MISCELLANEOUS.
Rates 10 cents a line. Advertisements under this head are repeated same day in The Times Free.

AMUSEMENTS.
MACAULEY'S—Matinee to-morrow, 2:15. Last time to-night, 8:15. MISS OLGA NETHERSOLE, in "SAPHO."

FOR SALE—REAL ESTATE.
Rates 10 cents a line. Advertisements under this head are repeated same day in The Times Free.

FOR SALE—MISCELLANEOUS.
Rates 10 cents a line. Advertisements under this head are repeated same day in The Times Free.

FOR SALE—MISCELLANEOUS.
Rates 10 cents a line. Advertisements under this head are repeated same day in The Times Free.

AMUSEMENTS.
MACAULEY'S—Matinee to-morrow, 2:15. Last time to-night, 8:15. MISS OLGA NETHERSOLE, in "SAPHO."

FOR SALE—REAL ESTATE.
Rates 10 cents a line. Advertisements under this head are repeated same day in The Times Free.

FOR SALE—MISCELLANEOUS.
Rates 10 cents a line. Advertisements under this head are repeated same day in The Times Free.

FOR SALE—MISCELLANEOUS.
Rates 10 cents a line. Advertisements under this head are repeated same day in The Times Free.

AMUSEMENTS.
MACAULEY'S—Matinee to-morrow, 2:15. Last time to-night, 8:15. MISS OLGA NETHERSOLE, in "SAPHO."

FOR SALE—REAL ESTATE.
Rates 10 cents a line. Advertisements under this head are repeated same day in The Times Free.

FOR SALE—MISCELLANEOUS.
Rates 10 cents a line. Advertisements under this head are repeated same day in The Times Free.

FOR SALE—MISCELLANEOUS.
Rates 10 cents a line. Advertisements under this head are repeated same day in The Times Free.

AMUSEMENTS.
MACAULEY'S—Matinee to-morrow, 2:15. Last time to-night, 8:15. MISS OLGA NETHERSOLE, in "SAPHO."

FOR SALE—REAL ESTATE.
Rates 10 cents a line. Advertisements under this head are repeated same day in The Times Free.

FOR SALE—MISCELLANEOUS.
Rates 10 cents a line. Advertisements under this head are repeated same day in The Times Free.

FOR SALE—MISCELLANEOUS.
Rates 10 cents a line. Advertisements under this head are repeated same day in The Times Free.

AMUSEMENTS.
MACAULEY'S—Matinee to-morrow, 2:15. Last time to-night, 8:15. MISS OLGA NETHERSOLE, in "SAPHO."

FOR SALE—REAL ESTATE.
Rates 10 cents a line. Advertisements under this head are repeated same day in The Times Free.

FOR SALE—MISCELLANEOUS.
Rates 10 cents a line. Advertisements under this head are repeated same day in The Times Free.

FOR SALE—MISCELLANEOUS.
Rates 10 cents a line. Advertisements under this head are repeated same day in The Times Free.

AMUSEMENTS.
MACAULEY'S—Matinee to-morrow, 2:15. Last time to-night, 8:15. MISS OLGA NETHERSOLE, in "SAPHO."

FOR SALE—REAL ESTATE.
Rates 10 cents a line. Advertisements under this head are repeated same day in The Times Free.

FOR SALE—MISCELLANEOUS.
Rates 10 cents a line. Advertisements under this head are repeated same day in The Times Free.

FOR SALE—MISCELLANEOUS.
Rates 10 cents a line. Advertisements under this head are repeated same day in The Times Free.

AMUSEMENTS.
MACAULEY'S—Matinee to-morrow, 2:15. Last time to-night, 8:15. MISS OLGA NETHERSOLE, in "SAPHO."

Courier-Journal.

—Published—
DAILY, SUNDAY AND WEEKLY.

Office, cor. Fourth Ave. and Green st.

A Consolidation of
THE LOUISVILLE DAILY JOURNAL.

Louisville, Ky., Nov. 24, 1893.

LOUISVILLE DAILY DEMOCRAT.

Louisville, Ky., 1843.

MORNING COURIER.

Louisville, Ky., June 3, 1844.

First issued as the
Courier-Journal November 8, 1863.

Rates.

Daily edition, one year, \$6.00

Daily and Sunday edition, one year, 8.00

Daily and Sunday, one month, .75

Weekly edition, one year, 1.00

To City Subscribers.

Daily delivered, one year, 10c per week

Daily and Sunday, delivered, 10c per week

Daily and Sunday, delivered, 1 month, 65c

Postage.

Entered at the Louisville Post-office as

second-class matter.

10, 12 and 14 pages, 1 cent

16, 18, 20, 22 and 24 pages, 2 cents

26, 28, 30, 32 and 34 pages, 3 cents

Sunday edition, with magazine, 4 cents

Telephone Numbers.

Cumberland—Main 276.

Ask for the department you desire.

Numbers 121, 240, 276, 330.

Ask for the department you desire.

Communications.

All communications should be addressed

to the Courier-Journal and not to

individuals. If writers who submit MSS.

for publication wish to have their names

retained, they must place them in the

margin of the MSS. The editors are glad to examine

MSS., but return postage must be

included.

TWELVE PAGES.

SATURDAYMARCH 30, 1907

"Business."

Friday Evening, March 29.—The New

York market opened higher and steadily

advanced until near the close, when it

reacted a trifle from the best, final prices

showing net gains of 5 to 5 points.

Money on call was steady at 2 1/2 to 3

per cent, ruling at 4. Time loans were

easier at 5 1/2 to 6 per cent. Sterling ex-

change was easy.

The Chicago Board of Trade was closed

in observance of Good Friday.

The New York and New Orleans Cot-

ton Exchanges were closed.

The Chicago cattle market was strong

to a shade higher, the hog market was

active and 2c higher, and the sheep mar-

ket steady.

Kentuckians and Italians.

When Frank A. Hopkins, who repre-

sented the Tenth Kentucky district in

the Fifty-ninth Congress, made a

speech in which he questioned the ad-

visability of encouraging immigrants

from Southern Europe to settle in Ken-

tucky and other Southern States, he

stirred up a hornet's nest of the first

magnitude in the House, and since that

time an occasional hornet from some

other nest has essayed to drive his

sing into the vitals of the gentleman

from Kentucky. To the discussion,

which has been interesting and im-

proving, is added a contribution to Ap-

pleton's Magazine by Gaetano D'Amato,

an Italian-American, who briefs the

case of the Italian home-seeker.

In reply to Mr. Hopkins, who took

exception to the Italian upon the ground

that he is given to crimes of violence,

Mr. D'Amato quotes rather disconcert-

ing figures showing the number of

homicides in Kentucky and the rela-

tively small number of convictions for

capital crimes, and declares that his

countrymen are industrious, temperate,

frugal, light-hearted, fond of music and

art, chivalrous to women, and not as

quick to quarrel or to kill as Ken-

tuckians.

Of course, it is by no means true

that every Italian carries a stiletto and

but because poor transportation facilities have resulted in intermarriage for generations and the remotest sections of the mountains have not had the advantages of new blood, which have come to other sections of this State and of the United States, with excellent results.

The Italian is mettlesome. So is the Kentucky mountaineer. Whether the quality each has in good measure would arouse antagonism between the two or result in mutual admiration is a question that cannot be readily answered. An experiment would be more useful than a discussion, and if any of Mr. D'Amato's countrymen would like to try their fortunes in "the Switzerland of America," as some poet has called the Cumberland mountains, we venture the prediction that they will have little difficulty in locating the latch-string at any mountain home.

While Mr. Hopkins may find fault with Italians in academic discussion, neither he nor his neighbors would fall in the offices of hospitality should a peaceful invasion of the Kentucky mountains by Italian home-seekers occur.

And in the rest of the State of Kentucky—albeit the corn will be hoed, the tobacco crops will be "tended," the bluegrass will be pastured and "stripped," the horses will be corn-fed and oats-fed and groomed and trained to be fit mounts for kings, or to win a king's ransom, according to their pedigree, regardless of whether the business of the immigrant carrying lines is heavy or light—a welcome will always be extended to any honest, industrious immigrant from any land, and he will be given, in due time, naturalization papers, a part in politics, never dull, if sometimes deadly, and the inalienable right to swell the chorus of "My Old Kentucky Home."

The Wages Delusion.

A great bulwark of the protective tariff system is the idea that it makes wages high. This brings to its support millions of toilers under the delusion that by voting money into the pockets of their employers they are also increasing their own earnings. The idea is industriously propagated by the real beneficiaries of protection, the monopolists, who import their labor free, and sell their products to American laborers at 50 per cent. higher prices than they gladly accept from foreign laborers. This is what they call protecting American labor.

To foster this delusion, to the success of which they largely owe their millions, the forces of monopoly are ever parading the difference between wages in America and in Europe, and assuming that it is due to the protective tariff. They are mummified over the fact that wages were far higher in America during the Colonial period, when the tariff laws of England were expressly made to discriminate against the colonies. They pay no attention to the fact that wages here have been higher than in Europe under all sorts of tariffs. They ignore the fact that England was once a high tariff country, and that since it adopted free trade wages have immensely increased, and their purchasing power has practically doubled. They further neglect to note that wages are higher in free trade England than anywhere else in Europe.

They overlook or conceal the fact that the lowest wages of Europe are in those countries that maintain a high protective tariff. Especially do they withdraw attention from the chief point, the labor cost, which is generally least where wages are highest, for the simple reason that laboring men here get more because they produce more.

A protective newspaper notes the fact, if it is a fact, that the cotton mill operators in North Germany get only \$11.04 a year, while in America they get \$304.57, and then inveighs against those who condemn the protective policy, as though this difference were due to that. Now Germany is a country in which the most strenuous protective policy prevails and the rates are put up from time to time. If such a policy is good to make wages high, why does it not make them high in Germany? That country is now enjoying a new tariff law, much higher than any that preceded it, and we are protesting against it and asking that the protective rates that we have been receiving shall be continued. What do we mean by this?

Presumably, according to the argument made here, we are asking that the wages of German workmen be kept down in order that our workmen may get high prices. We are saying in effect that sky-high tariffs are a good thing for us, because they make wages high, but they are too good a thing for the German laboring men, who ought to be content with what they are getting. We would not make this sort of an argument to the German Government, of course, but what does it amount to when we take in connection with it the argument made in favor of high rates at home? The truth is the beneficiaries of monopoly have one set of arguments for home consumption and another for foreign countries. The reason of this is that the whole system is one of deceit and false pretense.

It looks a little queer to see arguments for protection made on the ground that it gives our laborers \$304.57 a year. There are 313 working days in a year, barring holidays with pay, so that the wage is less than a dollar a day. Now a farm laborer at \$20 a month and board gets \$240 in money, and the board would, even at a low rate, bring the total up as high as that of the cotton-mill operator. It is well known that the farm laborer has no protection, and it is hard to see how the cotton-mill operator gets any benefit from it. Laborers in many unprotected employments get more than a dollar a day. Moreover, the owners of cotton mills import laborers free from foreign countries. If the protective tariff makes prices of commodities

high—and we know it does—why is there not a tariff on imported labor? That is the logic of protection to labor by a tariff, if it is to be done at all, but the fact of it is that it is not intended to make labor high. The men who make this argument in order to get labor support are the same men who import foreign labor to keep down the prices they must pay to laborers at home. They are the men who sell to customers in America steel rails for \$28 a ton, and sell them abroad at \$20 or \$22, making a big profit on an article which confessedly costs about \$16.

The argument that protection makes high wages is a ridiculous fallacy. They have always been higher in America than in Europe. But in Europe the highest wages are paid in free-trade England, and the countries where they are lowest have the most rigid systems of protection.

Trouble In Roumania.

Roumania is a considerable distance away, and its affairs do not awaken great popular interest in this country. It has an area of about 50,000 square miles, and a population of six millions. Its army numbers 25,410 on a peace footing, but with the first and second reserves is put at 219,310.

The peasants, who are at the bottom of the uprising, have real grievances. The Government has a monopoly of tobacco, matches, salt and playing cards, imposes a poll tax of a dollar and a half a year and an income tax of 6 per cent. on houses and from 5 1/2 to 12 per cent. on farm property. The public debt is about \$50 a head, and the annual expenditure about \$50,000,000. For so poor a country the taxation seems very heavy, and to bear undue on the agricultural classes. Against these exactions the peasants are in armed revolt.

According to the news which reaches us, while the work of putting down the rebellion is by no means complete, the peasants are getting the worst of it. Presumably they are badly armed and badly led, for collisions with the military result in a great slaughter of the insurgents. If the army stands by the Government it is hard to see what the peasants can accomplish. Some taxes, however, have been repealed.

Mollycoddling the Morals.

In some of the older countries it has been assumed, since the beginning of time, that young women are moral idiots who can be protected from contamination only by physical barriers. Out of this assumption grew the barred window, the system of chaperonage that makes the unmarried woman a prisoner guarded as carefully as a lunatic whose mania is known to be suicidal. The result is that when the keeper nods something usually happens to the young person who has been treated as a lunatic and feels more or less entitled to the privileges of moral irresponsibility. In America young women are taught that the straight and narrow path is the way of peace and happiness, and that a woman is a moral entity. They are then allowed to keep girls in cages until they are safely married. The results of the two systems speak for themselves. Mollycoddling the morals of young men is urged by a certain type of reformer as the only means of preventing them from going to the denotation bow-wow on the dead run as soon as they are old enough to find their way out of the paths of righteousness. Such is the theory of that very estimable gentleman, Jacob Riis, who, in the April Century Magazine, denounces horse racing as being useless and unappealingly wicked.

Mr. Riis spent twenty-three years at police headquarters in New York "where the final results of the race-track are checked off."

Here is how Mr. Riis sees horse racing: "I have seen the thing work from the time the officer boy caught the contagion and 'swiped' stamps at the office to bet at the polo, ever conveniently handy to downtown business, to the day when a man in years, he was taken to Sing Sing, handcuffed, for stealing his employer's thousands. They had gone the same way as the stamps, into the coffers of the 'house' that ran the game, and there was left the poor child, the wrecked manhood and the devoted home."

"One man I knew personally for many years, who, up to the day when he went to Coney Island and on a bet of \$5 won \$500, was a decent, industrious man and a good father. From that day he was a ruined man."

By changing a few words here and there it would be easy to make Mr. Riis's dissertation upon horse racing into the typical temperance lecture of the reformed drunkard who sees drink as the one great cause of all misery. Again it might be edited a little and transformed into the typical sermon of a typical street corner or backwoods evangelist who believes—sincerely of course—that the ballroom is the way to death and that the social game of cards leads inevitably to reckless gambling, theft, ruin and imprisonment.

Each of these warriors against wickedness means well, and no honest man can condemn him when he calls for the abolition of the form of amusement or indulgence which, in his opinion, is the root of all evil. But if there were no horse racing, no distilling of ardent spirits, no dancing parties, no progressive euchre or bridge whist, would all young men be admirable, and all young women above reproach?

The mole was ever a poor astronomer, because of his lack of opportunities for observing the heavenly bodies. Mr. Riis was unfortunate in spending the best years of his life at police headquarters. If it did not make him a dyspeptic and something of a pessimist in certain respects it gave him a Police Court point of view somewhat narrowing to a philosopher and humanitarian.

Mr. Riis knows a man who won \$50 and went to the dogs because of his

luck. That proves, in his opinion, that the business of breeding thoroughbreds should be abolished.

Gambling upon horse races is an evil of the business of breeding, training and racing thoroughbreds. It is one form of gambling that is a by-product of a legitimate business. Stock market gambling—in which more homes are wrecked and from which more insanity and suicide results—is another form. There are countless forms of gambling that exist of themselves, and have no connection with business. It would be as unreasonable to abolish the brokerage business and the stock exchange because of the gambling feature as to abolish the breeding and racing of thoroughbreds because of the betting sheds and poolrooms. And if both should be abolished to-morrow, gambling would continue and moral weaklings would continue to run amok.

Keeping the Spanish maiden behind barred windows and under the watchful eye of her duenna may serve a purpose, because the espionage continues only until marriage. It is not possible to keep men away from temptation permanently, and the weaklings inevitably succumb. If a young man cannot be made to understand that to make gambling a business—at the track or the bucket-shop—is to court disaster, he is likely to go to the gutter, and if the only horses on earth were cart horses, he would find his way there no less rapidly. Mollycoddling would not save him.

Chivalry Revised and Improved.

Bringing forth the knave who says knight-errantry is dead and point him to the case of Farmer Daniel Kindred, of North Dakota, and the lovers of his daughters.

In the days of old, when knights were bold and knighthood was in flower, the gallants proved their title to the hand of the fair by overcoming in jousts and tournaments and adventures in grim forests their rivals and other powers of darkness. It was a fragrant, absorbing and beautiful chivalry. But Farmer Kindred has set up in North Dakota a chivalry as enchanting. He has given knight-errantry a splendid impetus. It is the same knight-errantry of the mediaeval ages, with the modern spirit infused into it. It is improved and brought to date. As business is the principal note of this century, Farmer Kindred mingles his knight-errantry with business. He has applied it to economics. He uses it to solve the labor problem.

Mr. Kindred's farm is on the Missouri river, forty miles from Pierre, N. D., and it is one of the finest in the whole land. He himself is wealthy. Some time ago he advertised that farm hands doing satisfactory work for him, in addition to good pay would have a chance to win the hand of any of his four daughters.

The first man came from the East, and was a graduate of an agricultural college. In three months he had constructed an irrigation ditch, a stone-lined fish pond, well stocked with pickerel and bass, and had piped water from an artesian well into the house, where he installed a porcelain bathtub. Kindred, greatly pleased, told him he was entitled to the hand of one of his daughters. The young man had been busy working from the start, and had won the heart of the youngest. The father gave his blessing and the wedding will soon take place.

In January came another man, who installed an electric plant for the well and for lighting the place, and accomplished other wonders on the farm. As his prize he gets one of the other girls. There are still two girls awaiting the arrival of the knight-errant with the hoe.

Therefore, bring forth the knave who says chivalry is no more and cite him the case of the farmer of North Dakota.

While Mr. Beveridge fears that the expense of living in Washington will result in a government by and for and of millionaires, the real danger lies in the fact that it is too often possible for a rich man to buy his way into Congress when opposed by one of the deserving poor.

Representative Towne says forty years will be required to build the canal, from which it appears that the job is perhaps somewhat larger than that of building a filter for Louisville.

According to a Baltimore paper, every man has in him the material for at least one poem. However, judging from the results of efforts to make use of it, it is often very raw material.

One candidate for Mayor of Chicago declares the other is "flat on his back," and the press dapper hints that his opponent's crookedness is so pervasive that as much cannot be said of him.

Necessity is the mother of invention. Just before Mr. Burton was turned loose somebody invented the word "longorhous," to describe a perpetual flow of words.

Every discouraged American who doubts whether he is really a sovereign can get some consolation by comparing his lot in life with that of Charles of Roumania.

Senator Stone says it would be a good thing to give the Philippines to Japan. But would it be feasible?

Over in Ohio Mr. Taft and Mr. Foraker will play the game of "melon, melon; who gets the lemon."

Why not court-martial Admiral Dewey and sentence him to a life term in the donated home?

What is so rare as a day in June, and what is so well done as a day in March, 1907?

John C. Calhoun in a famous address said: "Let us bind the Republic together, let us conquer space by a system of roads and canals." The partial fulfillment of his dream is found in the long inland voyage one may make, going now from Pittsburgh to

Western Montana by river, a distance of 4,300 miles, to that from New York to St. Petersburg. From St. Louis to New York City the water route follows a course that nature first planned and man ingeniously perfected by means of artificial channels. From the Mississippi into the Illinois—which modern ingenuity has made to empty at its source instead of its mouth—up Lake Michigan to the Straits of Mackinac, down Lake Huron to Detroit, across to Buffalo, thence through the Erie canal to the Hudson and New York. What pleasure this would have given Washington, who, in the days of his youth, had dreamed of a canal from the great lakes to the Hudson, a dream that Gov. Clinton realized for him in 1825. Though it was hooted at and called "Clinton's Big Ditch" at first, this six-foot waterway made New York the richest State in the Union.

Yet the railroad traffic of the 215,000 miles of operated roads in the United States is only twice as great per ton mile as that of the internal waterways, including the Great Lakes. The United States exports annually to foreign ports 27,000,000 tons of domestic merchandise, of a value approximating \$1,200,000,000, yet this tonnage is less than the amount that goes through the Detroit river in the eight months that it is open to traffic; is hardly half as much as that carried by the Hudson river; is less than that which passes down the Mississippi Valley, and is only three times as great as that of the Monongahela, which is classed as a "slack-water" stream.

Henry Clay opposed the granting of land for the opening of the Sault Ste. Marie canal, because it was "beyond the pale of civilization," yet the cities of Duluth, Superior, Ishpeming, Marquette and Ashland exist because it is a reality. It carried last year a total tonnage of about 25,000,000 tons. About 13,000 vessels passed through taking eastward 20,000,000 tons of wheat, 30,000,000 tons of other grain, and 500,000 tons of merchandise, including copper and lumber. During the eight months of the year that it is not ice-locked, the Soo has a traffic equal to three times that of the Suez canal, ten times that of Manchester, and eight times that of Kiel.

It is claimed that if this system of transportation were abolished, the cities it built would immediately die, because no system of railways could handle the enormous amount of products from the forests, mines and farms that depend upon it. Even if the railways had the necessary tracks, the price would decrease the profit and the opportunities for growth. The cost of transportation by canal is only one-third of that by railway, and in open water it is even less. It is figured that with proper canal facilities connecting the navigable inland streams, the nation could save 66 per cent. on the present cost of transportation. Think what such a saving would mean to the people of this country.

CANALS OF THE UNITED STATES.

By Frederic J. Haskin.

Internal transportation in the United States, like ancient Gaul, is divided into three parts. These are country roads and pikes, canals and natural waterways and railroads. To the optimistic student of commercial problems, each of these methods is of equal importance, and should be so regarded by a wise and benevolent Government when it chooses to make concessions or distribute favors. But to the majority of people the dirt roads over which the farmer must always wagon his grain or cotton, or the lumberman carry his logs, are a matter of small consideration, and the canals and rivers are of interest only to those whose territory they cross. It is the railroads that are looked upon as the steel-bound dependency when goods are to be sent, or a distant place visited.

Yet the railroad traffic of the 215,000 miles of operated roads in the United States is only twice as great per ton mile as that of the internal waterways, including the Great Lakes. The United States exports annually to foreign ports 27,000,000 tons of domestic merchandise, of a value approximating \$1,200,000,000, yet this tonnage is less than the amount that goes through the Detroit river in the eight months that it is open to traffic; is hardly half as much as that carried by the Hudson river; is less than that which passes down the Mississippi Valley, and is only three times as great as that of the Monongahela, which is classed as a "slack-water" stream.

Henry Clay opposed the granting of land for the opening of the Sault Ste. Marie canal, because it was "beyond the pale of civilization," yet the cities of Duluth, Superior, Ishpeming, Marquette and Ashland exist because it is a reality. It carried last year a total tonnage of about 25,000,000 tons. About 13,000 vessels passed through taking eastward 20,000,000 tons of wheat, 30,000,000 tons of other grain, and 500,000 tons of merchandise, including copper and lumber. During the eight months of the year that it is not ice-locked, the Soo has a traffic equal to three times that of the Suez canal, ten times that of Manchester, and eight times that of Kiel.

It is claimed that if this system of transportation were abolished, the cities it built would immediately die, because no system of railways could handle the enormous amount of products from the forests, mines and farms that depend upon it. Even if the railways had the necessary tracks, the price would decrease the profit and the opportunities for growth. The cost of transportation by canal is only one-third of that by railway, and in open water it is even less. It is figured that with proper canal facilities connecting the navigable inland streams, the nation could save 66 per cent. on the present cost of transportation. Think what such a saving would mean to the people of this country.

When Consul General Mason investigated the question of transportation in Germany, he declared that under ideal conditions a nation would see that its raw materials, such as coal, ores, timber, stone, cotton, grain and crude materials, were carried by waterways, as haste was not so necessary, while the perishables, smaller packages, and passengers should be carried by railroad. He argued that the one method of transportation should supplement, not supplant the other.

The value of a farm or mine or a forest is based not only on what it will produce for its owners, but also on the cost of transporting those products, the nearness of railroads and canals figuring largely in the estimate. Hauling overland by teams costs per ton for one mile 25 cents; on railroads 7.2 cents; by canals, 2.4, and by lakes less than a mill a mile. The Pennsylvania railroads' charges of 17 cents per ton mile were probably the highest we have ever had.

In comparison with this the rates by boat are ridiculously small. A train must be loaded rapidly, and often the cars are not full; a boat or ship is not so pushed for time and invariably carries a full cargo. A ship costs equal to its carrying capacity, it lasts longer, and its running expenses are much less. At least accounts the average cost of moving freight in the United States per ton freight was \$523 by railway (exclusive of the cost of management, structure, etc.), by steamer on the Great Lakes it was \$135, and on the canals a trifle more than the last. The difference that will be minimized when steam motive power is used. Boats carrying 2,700 tons from Duluth to Buffalo in three and a half days at a cost of \$120 a day, or \$405 per ton mile.

Foreign exports and imports equal only 5 per cent. of our interstate commerce. On our 18,000 miles of navigable rivers we are carrying more than all waterways. One steamer going from Pittsburgh to New Orleans by river takes a tow of thirty-two barges of coal, holding 600,000 bushels; and taking fifteen days for the trip. To do the same work it is figured that 100 freight trains of sixteen cars each would be needed, and that they would have to work all summer to deliver the coal. This is said to save in freight \$160,000.

John C. Calhoun in a famous address said: "Let us bind the Republic together, let us conquer space by a system of roads and canals." The partial fulfillment of his dream is found in the long inland voyage one may make, going now from Pittsburgh to

Western Montana by river, a distance of 4,300 miles, to that from New York to St. Petersburg. From St. Louis to New York City the water route follows a course that nature first planned and man ingeniously perfected by means of artificial channels. From the Mississippi into the Illinois—which modern ingenuity has made to empty at its source instead of its mouth—up Lake Michigan to the Straits of Mackinac, down Lake Huron to Detroit, across to Buffalo, thence through the Erie canal to the Hudson and New York. What pleasure this would have given Washington, who, in the days of his youth, had dreamed of a canal from the great lakes to the Hudson, a dream that Gov. Clinton realized for him in 1825. Though it was hooted at and called "Clinton's Big Ditch" at first, this six-foot waterway made New York the richest State in the Union.

Yet the railroad traffic of the 215,000 miles of operated roads in the United States is only twice as great per ton mile as that of the internal waterways, including the Great Lakes. The United States exports annually to foreign ports 27,000,000 tons of domestic merchandise, of a value approximating \$1,200,000,000, yet this tonnage is less than the amount that goes through the Detroit river in the eight months that it is open to traffic; is hardly half as much as that carried by the Hudson river; is less than that which passes down the Mississippi Valley, and is only three times as great as that of the Monongahela, which is classed as a "slack-water" stream.

